DENVER
LEGEND

Airports having Control Towers are shown in BLUE. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional aerial information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1,500 ft. to 8,069 ft. in length
- Hard-surfaced runways greater than 8,069 ft., or where multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway indicates lighting
- Military, Other than hard-surfaced runways, including those closed, or restricted in use
- Heliport
- Abandoned Airport having landmark value, (Will fly in greater)
- Airport Under Construction
- Flight Park (Hanggliding)

Runways have multiple or hard-surfaced parking common working, maneuvering, or transient areas. Runway lengths are rounded to the nearest hundred figure and data from the FAA 5100-1 A/B/C/D Airport Data. Consult A/FD for service availability at airports with hard-surfaced runways less than 1,500 feet.

Abutting airport beacons in operation Sunset to Sunrise

ADDITIONAL AIRPORT INFORMATION

- Private, "PVT", Non-hard-surface runway, emergency or landmark value
- Military. Other than hard-surface runways of military airports are restricted by dimensions APR, NAS, AAF, etc. See A/FD for complete airport data and other military operations.
- Glider
- Ultralight
- Abandoned Airport having landmark value, (Will fly in greater)
- Airport Under Construction
- Flight Park (Hanggliding)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the current and future airspace affected by changes of 200 feet or more above the surface on this chart. All times are local.

- Class B Airspace
- Class C Airspace (Mode C Veil)
- Class D Airspace
- Ceiling of Class D Airspace in hundreds of feet above mean sea level. Add a zero to obtain true altitude. Surface area not mandatory but may be established by NOTAM.
- Class E Airspace with floor 1,200 ft. or greater above surface
- Class E Airspace with floor 700 ft. above surface
- 7,400 MSL — Differentiates floors of Class E Airspace with floor 1,200 ft. above surface
- 1,200 AGL

Class E Airspace exists at 1,200 AGL unless otherwise charted. Class E Airspace extends upward from the floor designated until the overlying or adjacent controlled airspace. Class E Airspace may also be established by certain low altitude Federal airways, certain approach/departure routes, and temporarily to contain aircraft executing holding patterns.

- Radar Service Area
- Floor of Class E Airspace over Water
- Class E Airspace Extension
- Class E Airspace Transition Area
- Control Zone
- Terminal Radar Service Area
- Military Training Route

MISCELLANEOUS

- Los Angeles Low ZERO VALUE Isogonic Line
- Isogonic Line
- Magnetic Variation
- Very Minor Detail
- Other Cartography
- Parachute Jumping Area (See A/FD/Facility Directory)
- Point of Interest
- Mileage between Points (See A/FD/Facility Directory for airfield/heliports.)

OBSTRUCTIONS

- 1000 ft. and over / 1000 ft. and less
- Group Obstruction
- Obstruction with high-intensity lights, height above ground and elevation of the top
- Obstruction with low-intensity lights, height above ground and elevation of the top
- Lighted Obstruction (Antenna) height above ground and elevation (mean sea level)

NOTE: Obstructions not lighted unless noted otherwise.

TOPOGRAPHIC INFORMATION

- Land Elevations
- Roads & Road Markers
- Railroad
- Power Transmission Line
- Populated Place
- Landmark Feature - stadium, factory, school, golf course, etc.
- Lookout Tower
- 618 Elevation Base of Tower
- Crater Elevation
- Race Track
- Mine or gas oil field
- Water Well
- Mine or Quarry
- Tunnel
- 11822 Elevation of Pass

(Pass symbol does not indicate a suitable pass for aircraft operation and pass elevation does not indicate a recommended altitude for flight. Hazardous flight conditions may exist in the vicinity of mountain passes.)

- Primitive road
- Intermittent Stream
- Aqueduct
- Shoreline
- Intermittent Shoreline
- Marsh
- Wooded Area
- Sand Dunes
- Lava Flow
- Rocky Ledges
- Levee
- Escarpment
- Glacier and Features

DENVER
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 33°20' and 36°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

83rd EDITION EFFECTIVE 0901Z 29 JUL 2010
TO 0901Z 13 JAN 2011

Includes airspace amendments effective 29 JUL 2010

Next scheduled edition effective 0901Z 13 JAN 2011

Information on this chart will change; unsatisfactory portions of chart changes are available every 56 days in the AIR/PORT FACILITY DIRECTORY Chart Bulletin section online at http://aeronav.faa.gov/. Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE STANDARDS AND SPECIFICATIONS
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

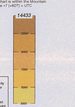
Entire area of the chart is within the Mountain Standard Time Zone (-7 UTC).

CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet

HIGHEST TERRAIN elevation is 14433 feet located at 39°27'N - 106°27'W

Spot elevation 4254
Maximum elevation 14433

Doubtful locations are indicated by omission of the point locator (dot or "x").



MILITARY TRAINING ROUTES (MTR)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designation are charted. Route width varies from 4 to 16 miles.

Since these routes are subject to change every 56 days, and IFR charts are replaced every 6 months, you are cautioned and advised to contact the nearest FAA Flight Service Station for current status of MTRs within 100 miles of your route.

Pilots with a change in the alignment of an charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South for/area for current routes.

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SECXXDENVER

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately 30 minutes of latitude between the north and south sides of each sectional/VFR/IFR chart. To plot a course line from one side to the other, the user must first locate two part of corresponding latitude lock marks, one part on each side of the chart and follow the steps below:

STEP 1 – Draw a horizontal line (MATCH LINE).

STEP 2 – Select a convenient point (POINT A) on the marks on each side of the chart just to the left of right of where your port line crosses. (Figure 1)

STEP 3 – Select a point (POINT B) on the top or bottom destination point (POINT A) to the edge of the chart. On that side, link up a blank piece of paper (Figure 2). Mark point B. Extend your course line past the edge on the chart, not exceeding beyond the edge.

STEP 4 – Slide the paper sideways left or right so that the course line parallels the MATCH LINE on the opposite or destination point (POINT A). Make a mark (MARK A) on the paper at the edge of the chart.

STEP 5 – Without moving the paper, on the same edge as MARK A, extend a short line on the paper from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 6 – Turn the chart over and transfer the one of the MATCH LINE, point A, and LINE B to the other MATCH LINE. (Figure 3)

STEP 7 – Using the straight edge, place edge A and edge the top or bottom edge of the paper with MARK A and LINE B on the other MATCH LINE on the face of the sheet extending off of the chart. A line from MARK A to the departure or destination point (POINT B).

STEP 8 – Where LINE B crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 9 – Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Put a line from MARK C to the destination. (Figure 3)

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
Aeronautical Publications
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Phone: 800-638-8972 (Option 1)
Email: AMC-PubOrders@faa.gov
Fax 301-436-6829
or any authorized FAA Chart Agent

CONTROL TOWER FREQUENCIES ON DENVER SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters C7 followed by the primary VHF local control frequency (MC). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF call UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is covered in a subjacent full-time FSS for the airport. Consult the A/FD for specific hours of operation. Where a Flight Service Station (FSS) is located on the airport, Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"H24-10" indicates Monday through Friday.
"H24-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASOS/AWOS
ALLIANCE, NE	0700-2300	118.3	121.9	119.075	
ASPEN, CO	0600-2200 (H24-10 APR-OCT)	120.9 (H24-10 APR-OCT)	121.9 (H24-10 APR-OCT)	119.475 (H24-10 APR-OCT)	135.375 (H24-10 APR-OCT)
AURORA-BUCKLEY ANG, CO	(H24-10)	124.2	299.4		
BATTLE MNT (ROT) CAMERA	0800-1700 (H24-FRI) (APR-MAR)	120.3	299.4		118.6
CHEYENNE, WY	0700-2200	119.9	121.9	125.3	
COLORADO SPRINGS	0700-2200 (H24-10 APR-OCT)	120.5 (H24-10 APR-OCT)	121.9 (H24-10 APR-OCT)	125.0 (H24-10 APR-OCT)	120.0 (H24-10 APR-OCT)
DENVER INTL	CONTINUOUS	124.35 (APR-OCT) 119.1 (NOV-MAR) 124.35 (APR-OCT) 119.1 (NOV-MAR)	121.65 (APR-OCT) 121.9 (NOV-MAR) 121.65 (APR-OCT) 121.9 (NOV-MAR)	135.9 (APR-OCT) 124.225 (NOV-MAR) 135.9 (APR-OCT) 124.225 (NOV-MAR)	120.4 (APR-OCT) 124.225 (NOV-MAR)
GAGE, CO RON	0700-1900	119.8	121.9	126.225	
GOLF, CAPAHO RON	0400-2200	123.7 (APR-)	121.9	126.225	
GRAND JUNCTION	0600-2200	118.7	121.9	118.075	
GRAND JUNCTION RON	0400-2200	118.7 (APR-)	121.9 (APR-)	118.075	
PUEBLO, MEM	0400-2200	119.5 (APR-)	121.9 (APR-)	126.225	
ROCKY MOUNTAIN	0400-2200	119.6 (OCT-)	121.7	126.35	
STEAMBOAT	0700-2200 (H24-MAR)	118.3 (OCT-)	121.9	126.225	
VAIL INTERNATIONAL	0600-2200 (H24-MAR) (H24-10 APR-OCT)	118.3 (OCT-)	121.9	126.225	135.225 (OCT-)

CLASS B, CLASS C, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
DENVER	118.55 (APR-OCT) 119.25 (APR-OCT) 120.55 (APR-OCT) 124.35 (APR-OCT) 126.25 (APR-OCT)	CONTINUOUS
COLORADO SPRINGS	118.3	CONTINUOUS
EATON AFF CHAT CAMERA TWOW	124.2 (OCT-)	CONTINUOUS

SPECIAL USE AIRSPACE ON DENVER SECTIONAL CHART

Unless otherwise noted altitudes are AGL and in feet. Time is local. H24 = continuous. "excluding" = Effective dates and times established by NOTAM or Notice to Airmen. Refer to appropriate publication(s) for current revised FSS NOTAM information.

(The) How To NOTAM. NOTAM - "One of the ways a Notice to Airmen is issued. It is a time critical notice. Usually they are issued to advise of changes to the NOTAM system.

U.S. PROHIBITED, RESTRICTED, WARNING, ALERT, MOA, MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-3601 A	FL 180 (NOT AGL) TO UNL	0300-0400 MON-FRI 11 HR IN ADVANCE	DENVER CNTR	126.225 (FAA)
R-3601 B	12,000 FL BUT NOT AGL 18,000	0300-0400 MON-FRI 11 HR IN ADVANCE	DENVER CNTR	126.225 (FAA)
R-3603	FL 1000 AGL	CONTINUOUS	DENVER CNTR	
R-3603	1000 AGL TO 12,000	0300-0400 MON-FRI 48 HRS IN ADVANCE	DENVER CNTR	

A-596	SFC - FL 180	06-24	ADJ AJO
A-639 A, B	8000 AGL TO 12,000	06-24 MONTH SFC - MON 24 HOURS IN ADVANCE	ADJ AJO

MOA NAME	ALTITUDES*	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
AIRGUN A	1000 AGL	SFC - 8000 MSL 0600-2200	DENVER CNTR	126.97 (FAA)
AIRGUN B	800 AGL	08-01 1/2 SAT 0600-2200	DENVER CNTR	126.97 (FAA)
AIRGUN C	500 AGL TO BUT NOT INCL 5000 MSL	08-01 1/2 SAT 0600-2200	DENVER CNTR	126.97 (FAA)
LA VETA HIGH	13,700 MSL	CONTINUOUS	DENVER CNTR	126.375 (FAA)
LA VETA LOW	1200 AGL TO BUT NOT INCL 13,700 MSL	07-01 1/2 SAT 0700-2200	DENVER CNTR	126.375 (FAA)
MT DORA WEST/ HIGH	12,000 MSL	SFC - MON 24 HOURS IN ADVANCE	ALBUQUERQUE CNTR	127.65 (MAY-SEP) 124.35 (OCT-APR)
MT DORA WEST/ LOW	1000 AGL TO BUT NOT INCL 12,000 MSL	07-01 MONTH SFC - MON 24 HOURS IN ADVANCE	ALBUQUERQUE CNTR	127.65 (MAY-SEP) 124.35 (OCT-APR)
PINON CANYON	10,000 MSL TO 11,000 MSL	0600-2200 MON-FRI	ALBUQUERQUE CNTR	126.975 (FAA)
SUNNY	11,000 MSL	01 MONTH 24 HRS IN ADV	ALBUQUERQUE CNTR	125.2 (FAA)

*Altitudes indicate floor of MOA. All MOAs coded to 18,000 MSL unless otherwise indicated in subsidiary or on chart.
† = Other than by Date NOTAM.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines represent the highest known feature, natural or man-made, including TOWERS of their above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, buildings, etc.).

Example: 12,345 feet → 12[5]

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include emergency landings to preserve human life, aircraft and property, and landings at officially designated airports, sites, or at an approved official business of the Federal Government.

Unless authorized by special regulations, flights are prohibited below the above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and National Forest Wilderness Areas administered by the U.S. Forest Service. FAA Advisory Circular 91-36, "Visual Flight Rules (VFR) Flight Over Charted U.S. Wildlife Refuges, Parkland, Forest and Mountain Wilderness Areas," prescribes pilot operating procedures for flights over these areas in the interest of safety.

Specific regulations are granted airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Flights over Wilderness Areas, National Parks, National Monuments, and Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on emergency frequency 121.5 MHz. Pilots will be held responsible when all aviators do know and understand their responsibilities if intercepted. Review "AIM" section 5-6-3 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft operating on an IFR flight plan in the vicinity of that aircraft, aviators will contact the intercepting fighter aircraft on the assigned VHF/UHF in the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor via radio or visual signals. Be advised that non-compliance may result in the use of force.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Class G Airspace within the United States extends up to 1,200 feet AGL in rural areas. In this area all aircraft is encountered within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

Features normally used as checkpoints for controlling IFR traffic are emphasized on charts, but they may be readily identified.

Example ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9 10

REPORTING DRAFT ERRORS

You are requested to report errors or omissions you may observe that come to your attention. Write to the Flight Procedures Unit that is 1-800-638-8972, or email us at 9-AMC-AeronavOps@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov/. Please include your name, address, and telephone number, or email. Where information or data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: Aeronautical Publications, National Flight Procedures Dept., SSMC 4, Rm. W24X6, 1305 East-West Highway, Silver Spring, MD 20910-3281.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA airspace.

DENVER

Joins Phoenix — Joins Las Vegas — Overlaps Albuquerque — Overlaps Albuquerque — Joins Las Vegas